

LAND SEEKERS GUIDE

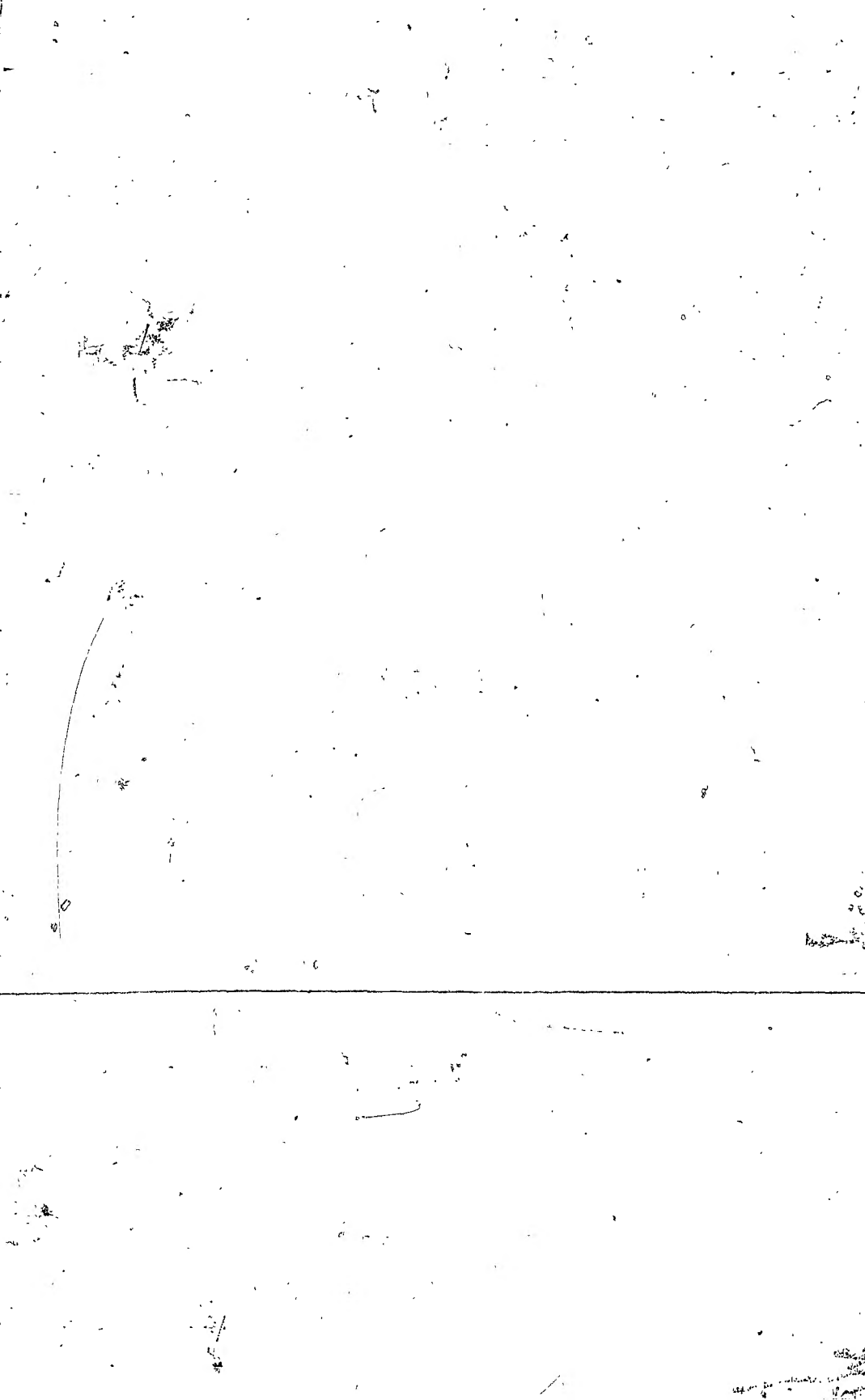


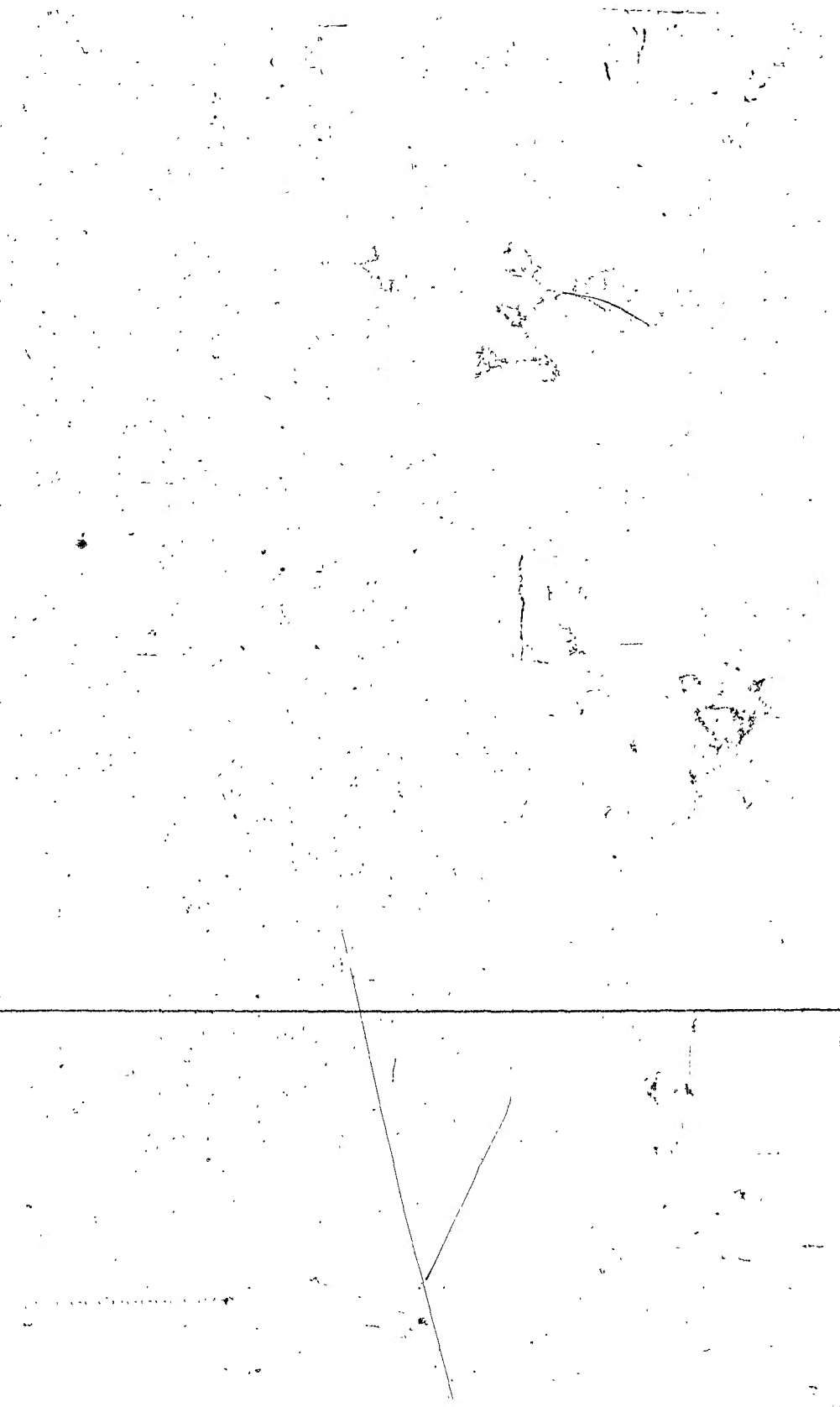
Including
Free Homestead Lands



THE Grand Trunk Railway System has a most complete organization in Europe with every facility at their disposal to help passengers to reach their points of destination in Canada and United States, and at their different offices a list of which can be found in this publication. Ocean and rail tickets are issued and arrangements can be made for forwarding baggage and covering same with insurance. They are also in a position to supply travellers with convenient forms for carrying their money, viz.: Canadian Express Money Orders, which may be cashed anywhere in dollars and cents.

It will be to the advantage of travellers to consult with any of these European Agencies where the latest publication dealing with Canada can be secured free.



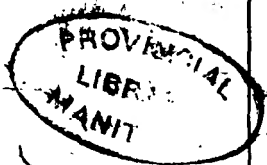


LAND SEEKERS GUIDE

ALSO

FREE HOMESTEAD
LANDS

ALONG THE

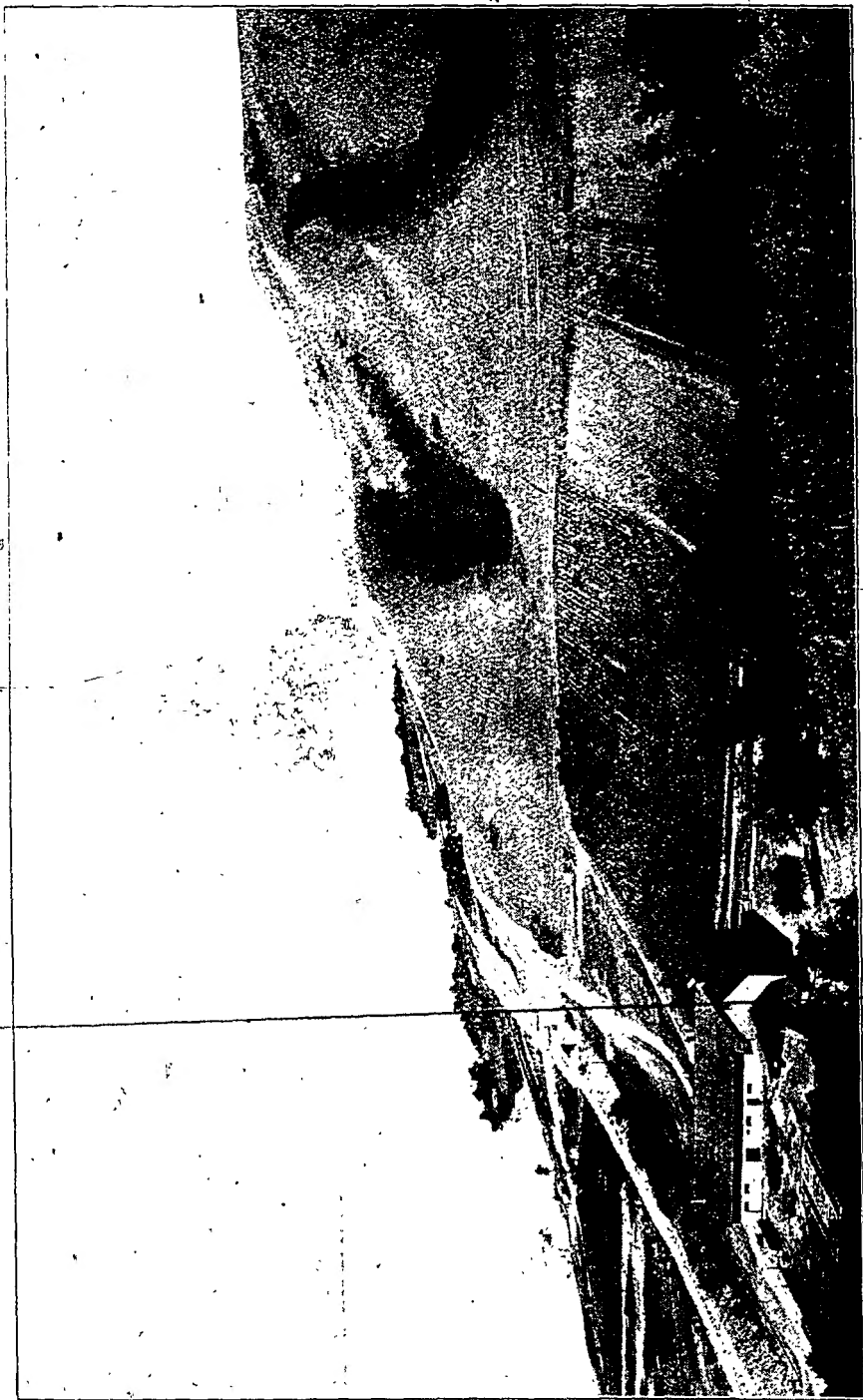


IN

WESTERN CANADA

Pamphlet L7

ISSUED BY THE
GENERAL PASSENGER DEPARTMENT
GRAND TRUNK PACIFIC RAILWAY
WINNIPEG, CANADA
FEBRUARY, 1912



Truck Gardening in Saskatchewan

A Statement



THE Grand Trunk Pacific Railway *has no land for sale*, other than townsite lots. In the interests of its colonization work solely, the Grand Trunk Pacific has collected particulars of lands for sale along its line for the convenience and ready reference of those interested in Western Canada lands, but who do not acquire lands by the homestead method.

Pains will be taken to find a suitable location for actual settlers intending to purchase farms along the line of the Grand Trunk Pacific and it is designed that all communications concerning lands shall be directed to the General Passenger Agent, Grand Trunk Pacific Railway, Winnipeg, or to any of the district or local passenger agents (see list elsewhere herein) who will endeavor to furnish such further information as required and will advise as to the district or location in which the requirements of the settler correspondent may be satisfied; also bring the buyer and seller in contact when desired. It is not practicable to include statistics as to average of grain and other crops, meteorological reports, reports on the different districts, etc., in this pamphlet. This information is all contained in Dominion Government literature which may be had free upon application to agents, shown on pages 22 and 23.

It is anticipated that the territory penetrated by the Grand Trunk Pacific Railway which is the most fertile section of Western Canada, will fill up rapidly, and lands will increase in price so that approximate values only can be quoted in this pamphlet, but the latest information concerning any particular location will be cheerfully furnished as promptly as possible upon application to agents, list of whom appear in this publication, or to

W. P. HINTON,

General Passenger Agent,

Grand Trunk Pacific Railway, Winnipeg.

Purchase Farm Lands

The settler with some store of savings will find his greatest opportunity in the purchase of farm lands in Western Canada, which may be obtained from various individuals and companies. Prices are low, and the terms of sale unusually easy. In many cases a successful purchase is made by settlers whose capital is just sufficient to allow them to make a first payment on the land and to leave enough to cover the expenses of getting the first crop. Usually one-quarter of the purchase price is asked in cash, the balance in annual installments over about six years, with interest at six per cent, and frequently provision is inserted in the contract to safeguard the settler in case of an unsuccessful year.

It is desired, of course, that the mind of a new settler should be fixed more on his prospects from continued cultivation of the land he takes up rather than from its sale within a few years. The latter point, however, must not be overlooked, for even if the farmer does not desire to sell his holdings, their sale value increases the security of his position. A steady rise is in progress in the value of Western Canada farm lands, and in the new districts it is not out of the way to expect that this increase will continue until lands may be sold within a few years for double and three times their present price.

To take up virgin land without the hardships of pioneering, to bring it under cultivation and to see year after year one's capital, one's credit and one's comforts steadily increasing, and then to be able to retire on the value which the land has now reached, or to know one's sons will have a fine heritage—it is decidedly worth while.

Western Canada

It is only thirty years since the first suspicion found voice that Western Canada, that is the Country west of the Red River, was suitable for agriculture; and owing to the lack of transportation facilities so that the country could be even superficially inspected, it was some years later before it was realized that it was destined to be the "Bread Basket" of the British Empire. The estimate of the Dominion Government experts place the yearly crop of wheat based on one-fourth only of the land suitable for wheat growing being cultivated, at over *eight hundred million bushels*. This is four times as much as imported by Great Britain annually from all of the wheat producing countries of the world combined. The soil is of such a nature that it will not easily become exhausted even by the crudest farming methods and lack of artificial fertilization.

Today, at the dawn of the era which must give Canada pre-eminency as the great food producer for mankind, the opportunity and invitation to the agriculturist to



Putting the Ground in Condition, Saskatchewan

procure the most fertile farm land in the world at a price which the proceeds usually from the first crop will more than cover, is the surest road to permanent wealth ever offered, as such land when cultivated will double or treble in value for sale purposes; or based on the general average advance in the value of farm lands in America, will increase the worth of his holdings at the rate of from 25 to 50 per cent on original cost annually for a period of ten or more years. A surer road to wealth does not offer in this twentieth century, besides which the maintenance in comfort or even affluence of the tiller of the soil is assured as long as he desires to give bountiful nature in Western Canada a chance to work for him.

In Southern Manitoba settlement has been very rapid and farm lands which might have been readily procured at not over three dollars per acre a few years ago are now bringing thirty-five to sixty dollars when the owner desires to dispose of his farm in order to take up larger and cheaper areas further west in the provinces of Saskatchewan and Alberta.

Western Canadian Conditions

If it were practicable to bring together the land tillers of the old lands or the restless ones who are thinking of moving to fresher and more fertile fields, and those who are settled in Western Canada, it would be unnecessary to present in this pamphlet the many attractions of Western Canada or to use many words in indicating the road to prosperity, for every settler on the land is an enthusiast, wants the world to know of his success and wants to divide the good things with all mankind, so that through the filling up of the country his family may have all the advantages of the best rural communities.

Rural Telephones

Already the provinces of Manitoba, Saskatchewan and Alberta have government owned telephone lines; in fact, have bought out the local and long distance companies, and the local lines are being extended as fast as the facilities are required and circumstances will permit.

In each province the Government has adopted the policy of extending rural telephone lines with all speed, this being part of a liberal policy to improve living conditions in every possible manner in the country.

Postal Facilities and School System

Postal facilities even in remote sections are excellent. The School System is adequate and owing to the liberal provision made by the Dominion and Provincial Governments for the establishment and support of schools every community has a school where there are from six to twelve children.

Schools are strictly non-sectarian, but in even the newer settled sections it is usual to find churches of all the principal denominations.

Alberta and Saskatchewan, only a few years in existence as provinces, have each established Universities and buildings for their accommodation are just being completed. In each a College of Agriculture is given a principal place, which is only one of many proofs obtained that the importance of farming and of the farmer is fully realized in Western Canada.

Class of Settlers

It is conservatively estimated that at least 175,000 new settlers will enter Western Canada from the United States during 1912 to settle on the land, and as about twenty-five per cent of the settlers in Saskatchewan and Alberta prior to their coming to Canada were citizens of the United States, it is apparent that the pioneering stage in the development of Western Canada has been passed. These skilled agriculturalists have by their methods furnished what was necessary in the way of an object lesson and incentive to the settlers from Eastern Canada and Great Britain, as well as the land holders from the hardy races of northern Europe, to give Western Canada a population of magnificent promise.

Government

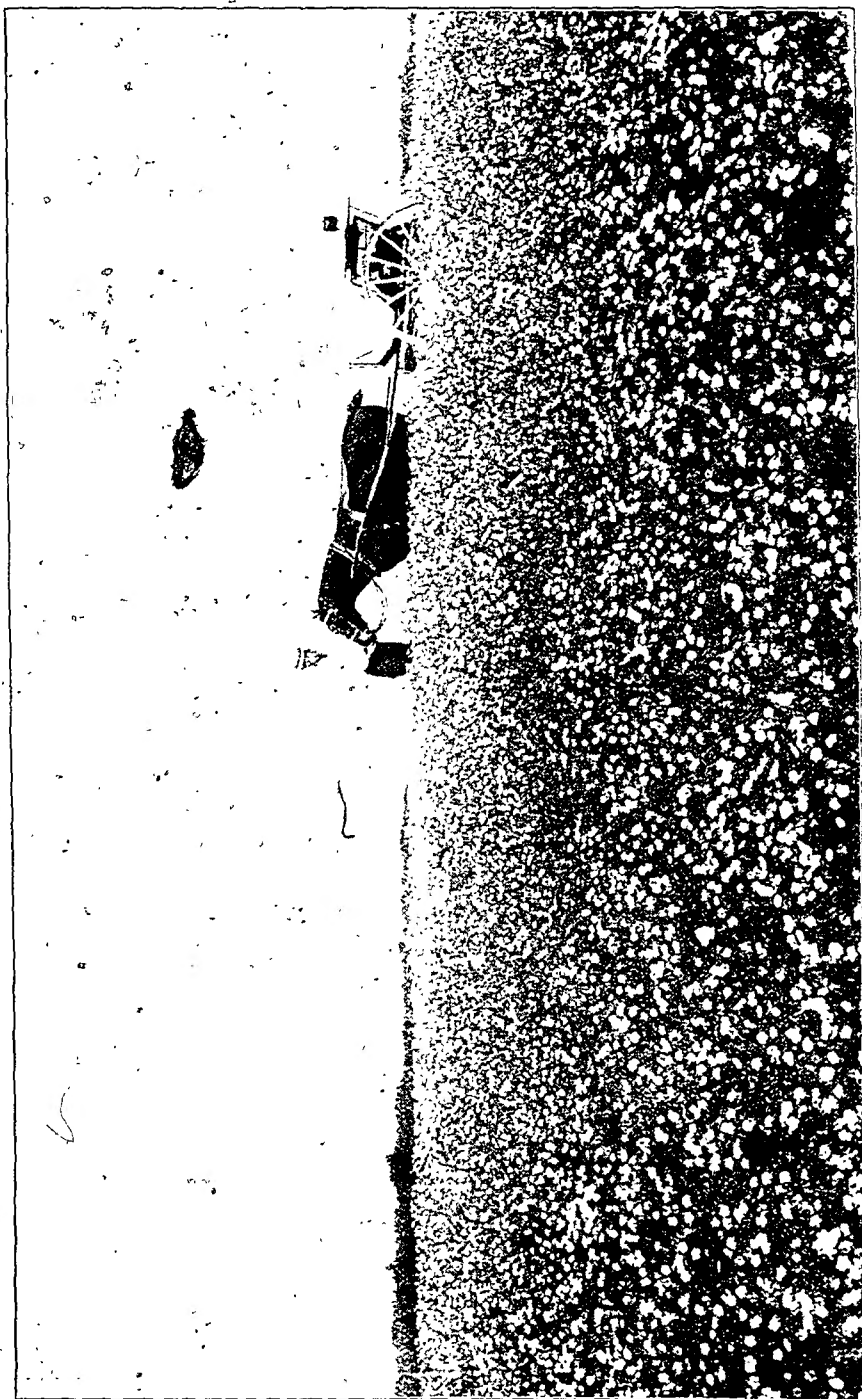
The Dominion or Federal government of Canada is elective and as representative of Canada as Congress is of the United States. In fact, the administration of affairs in Canada is so closely akin to the method of Government of the United States that there is no perceptible difference unless, it is that the Canadian Government is more directly and quickly responsible to the will of the people. Canada is a self-governed country and does not pay tribute to the mother country.

Taxation

Taxes, which are for municipal and school purposes only, are low and as a rule do not exceed ten dollars per quarter section (160 acres) per annum.

The Grand Trunk Pacific Railway traverses the most fertile section of Western Canada and in settling on land convenient to that route the maximum advantage will be obtained in value, market returns and material and social comforts generally.

This section of the country is not a treeless, wind-swept flat prairie, but for the most part is a picturesque park country, rolling, with clumps of trees, watered sufficiently and with climatic conditions so dependable that complete crop failure in any section is quite unknown; on the contrary more wheat per acre and better wheat than elsewhere in America is the rule.



A Field of Flax in Bloom, Saskatchewan

Soil

Nature in her younger days was very kind to Western Canada, inasmuch as the lakes of the glacial eras which covered the plains, deposited the silts and sediments which now form the heavy rich loam on the clay subsoil which combination makes it the most fertile land in the world. This black loam is from one to three and even five feet in thickness and as the melting snow sinks down and the clay subsoil gives up the frost in the early season sufficient moisture is assured for the growing crops if the rainfall should be less than the average. This soil is exceedingly rich in nitrogen, potash, lime and phosphoric acid, the chemical properties most desirable in every way.

Climate

The time has probably passed when any impression can exist that Western Canada has a forbidding climate. Such fabrications have been put forth freely in the past by designing persons, but the greatest factors in advertising the delightful features of the climate, which quite submerge the few slight drawbacks, are the people already settled there, prosperous and happy.



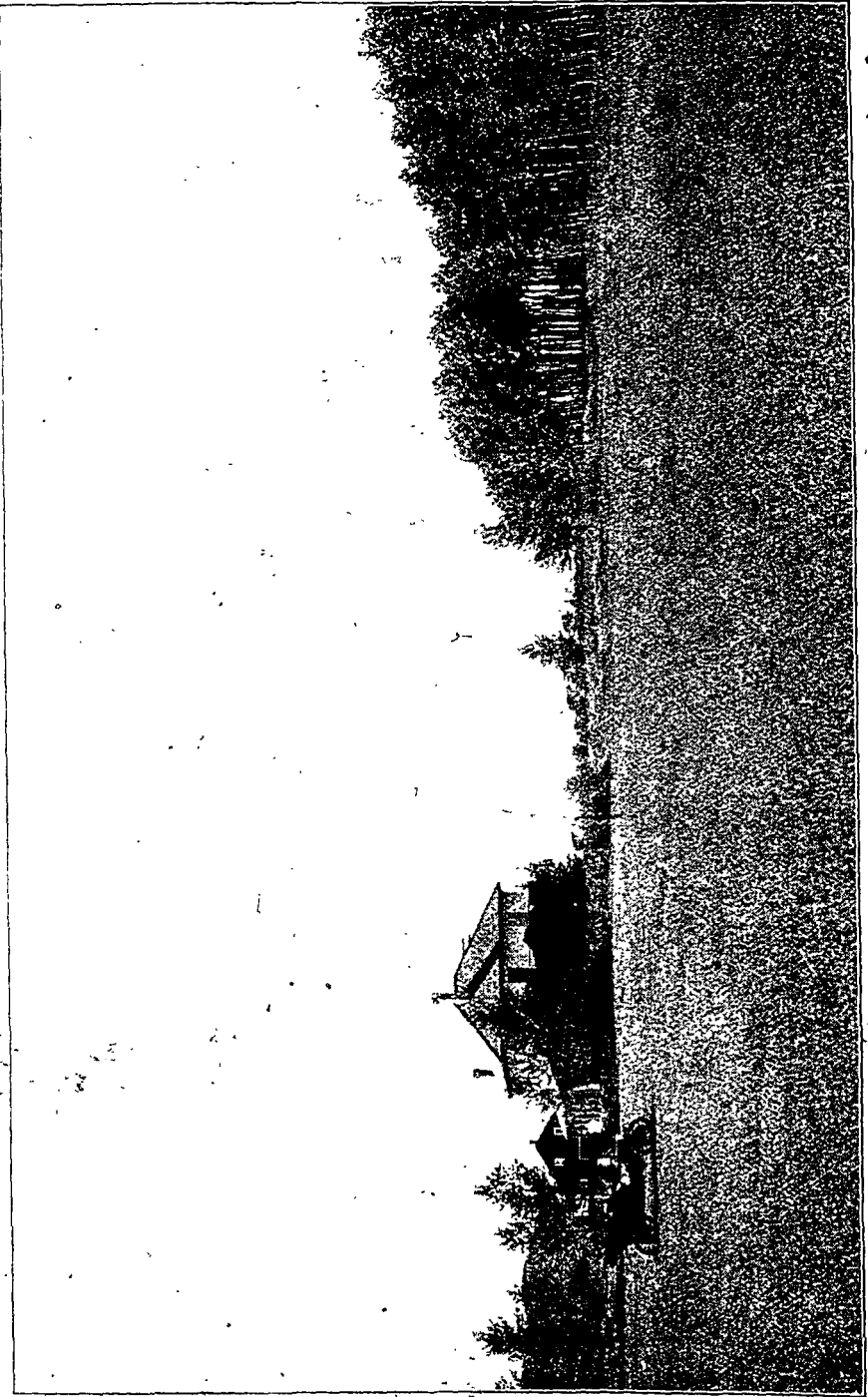
Harrison Farm, Fort Qu'Appelle, Saskatchewan

The Summers in Western Canada from seed time to harvest are ideal in every respect; the long days bright with sunshine for hours more every day than in other agricultural countries and, the cool nights with sufficient rainfall properly distributed in the growing season and little or none at all during harvest, with the absence of summer frosts, guarantee the greatest peace of mind and health of body to the Western Canada farmer.

Autumn is, if possible, more glorious than the summer and when winter sets in with its bracing dry atmosphere and clear days there is nothing to dread but much to enjoy in this season of visiting friends and indulgence in the sports and pastimes of the season.

The snowfall rarely exceeds ten to twelve inches during the entire winter, so that winter storms are of short duration when they occur in Western Canada.

Cyclones or hurricanes are unknown in Western Canada and severe storms of any kind are seldom or never experienced.



A Comfortable Home in Saskatchewan

Grain Crops

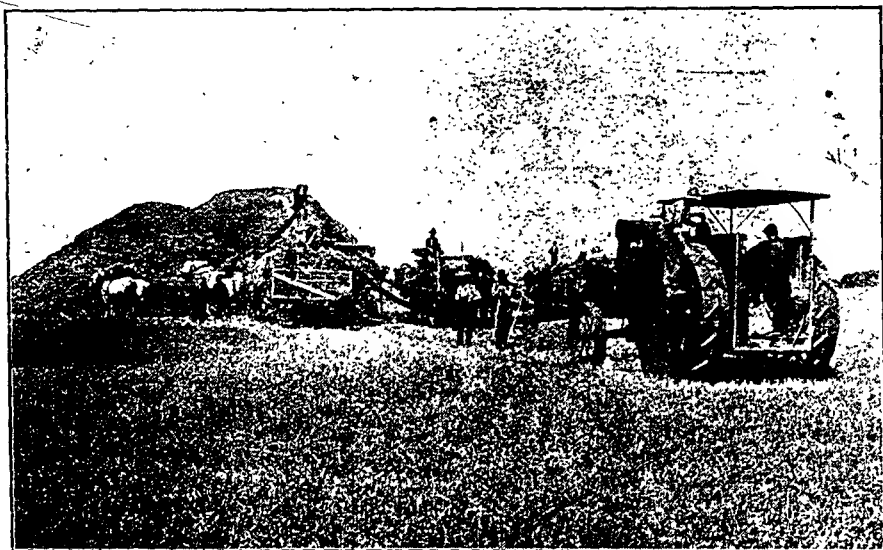
All cereals except corn (maize) are now grown to perfection in Western Canada in the section traversed by the Grand Trunk Pacific Railway. Wheat, oats, barley, flax, potatoes, and garden vegetables, thrive in very few areas as well as they do in this "Last West." The growing of flax is an almost universal necessity to the new comer in the first year or two in breaking the soil, and working his land into wheat growing shape, ensuring him a crop the first year which will maintain him until he has enough land made suitable for his sure and rich harvest.

The lands referred to herein are in Western Manitoba, Saskatchewan and Alberta, where the crop averages have been in the last ten years about 20 bushels per acre, for wheat, as compared with 12 bushels in Minnesota, only 15 in Iowa, 12 in Nebraska, nearly 13 in North Dakota, and a little over 10 in South Dakota.

It is not uncommon to find oats running 80 to 110 bushels to the acre and weighing 40 pounds or more to the bushel.

Root Crops

The soil in Western Canada, in the districts served by the Grand Trunk Pacific Railway is ideal for the growing of mammoth root crops, excellent in quality; unsurpassed in yield per acre. The average of the potato crop for Manitoba for one year, according to Dominion Government reports, was 183 bushels and for turnips

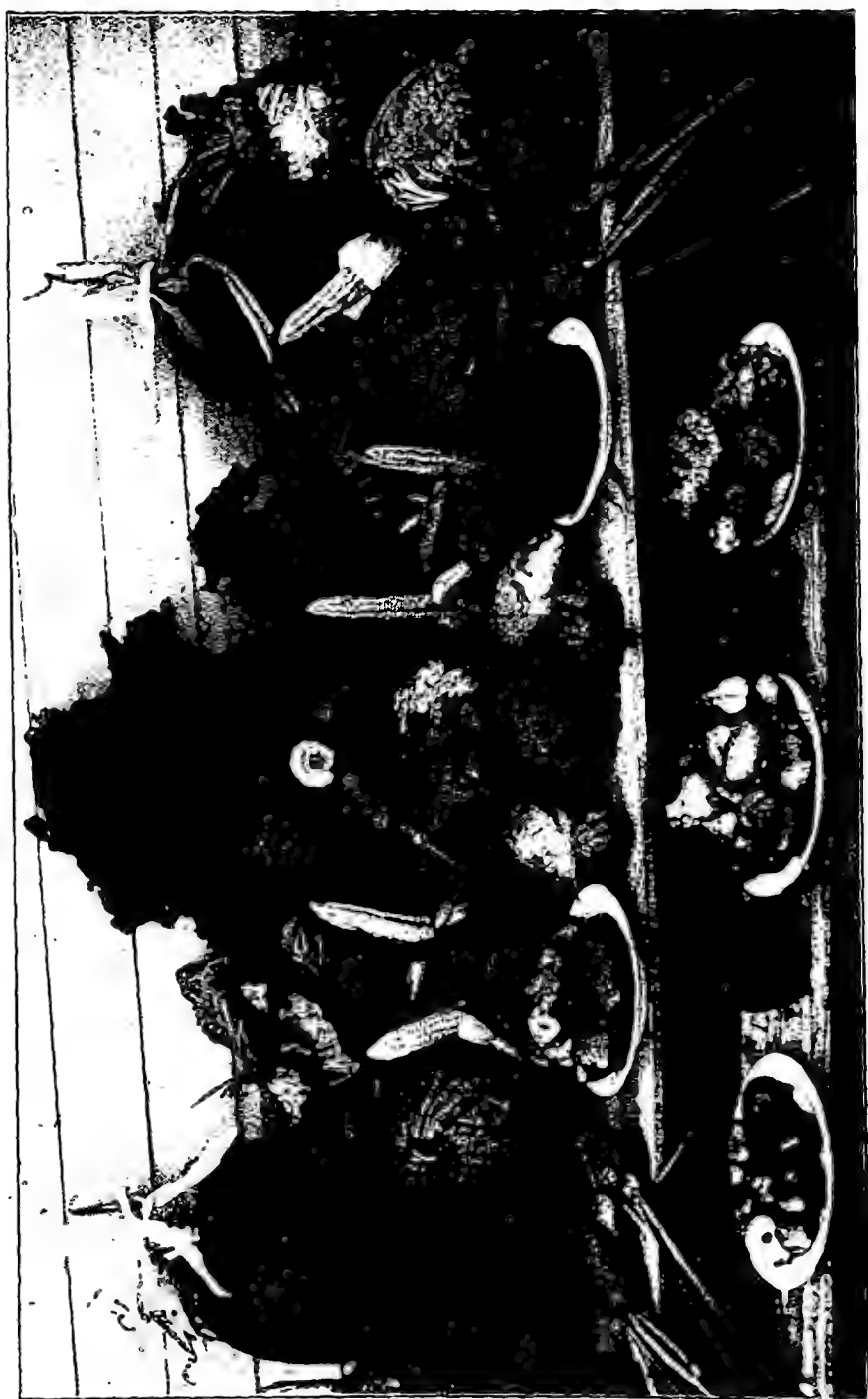


Modern Threshing Methods in Alberta

and other roots 480 bushels per acre, and the other provinces reported splendid returns as well. Individual yields ran as high as 700 bushels of potatoes to the acre, the average price received being from 39 cents per bushel for potatoes in Manitoba to 59 cents per bushel in Alberta.

Stock Raising

The great cattle ranges of Alberta are especially famed for the quality and quantity of their steers, horses and sheep, while the restricting of the grazing areas in Saskatchewan and Manitoba through the greater settlement which has taken place has made it necessary for the farmers in the latter provinces to stock with other general purpose grades of cattle, and the progress made recently, has been gratifying as the thorough suitability of the park country with its abundant and nutritious grasses as well as the short season in which shelter and fodder must be furnished provide more than fair conditions for stock raising. The expense of wintering is not great as the snowfall being light the season for shelter and feeding does not often exceed two months and in Alberta even a much shorter period.



Vegetables—Melville, Saskatchewan

Interest of the Dominion and Provincial Governments in the Settler

The greatest possible assistance is given the settler in all branches of agriculture, stock and poultry raising, dairying and fruit culture by the Dominion and Provincial Governments, whose experimental farms and stations are located at different points in the Western Provinces, from which bulletins are issued regularly (free for the asking), seed grain and grasses distributed at low cost, and practical farmers sent out periodically to lecture and demonstrate in the new communities; a guarantee that the settler will have more advantages in Western Canada at the outset than elsewhere to be found in any country.

The large packing plants near Edmonton and at Winnipeg on the line of the Grand Trunk Pacific furnish a guarantee that cattle, sheep and hogs will find a ready market at good prices. Poultry raising, too, will be found highly productive, as the markets of Winnipeg, Melville, Saskatoon, Edmonton and many rapidly growing centers now rely on the East for their supply to a large extent, and prices are necessarily very high. A similar condition exists with respect to dairying, in which branch highly profitable results await the new comer. Alberta now ships some of



Berkshire Sow and Litter—Alberta

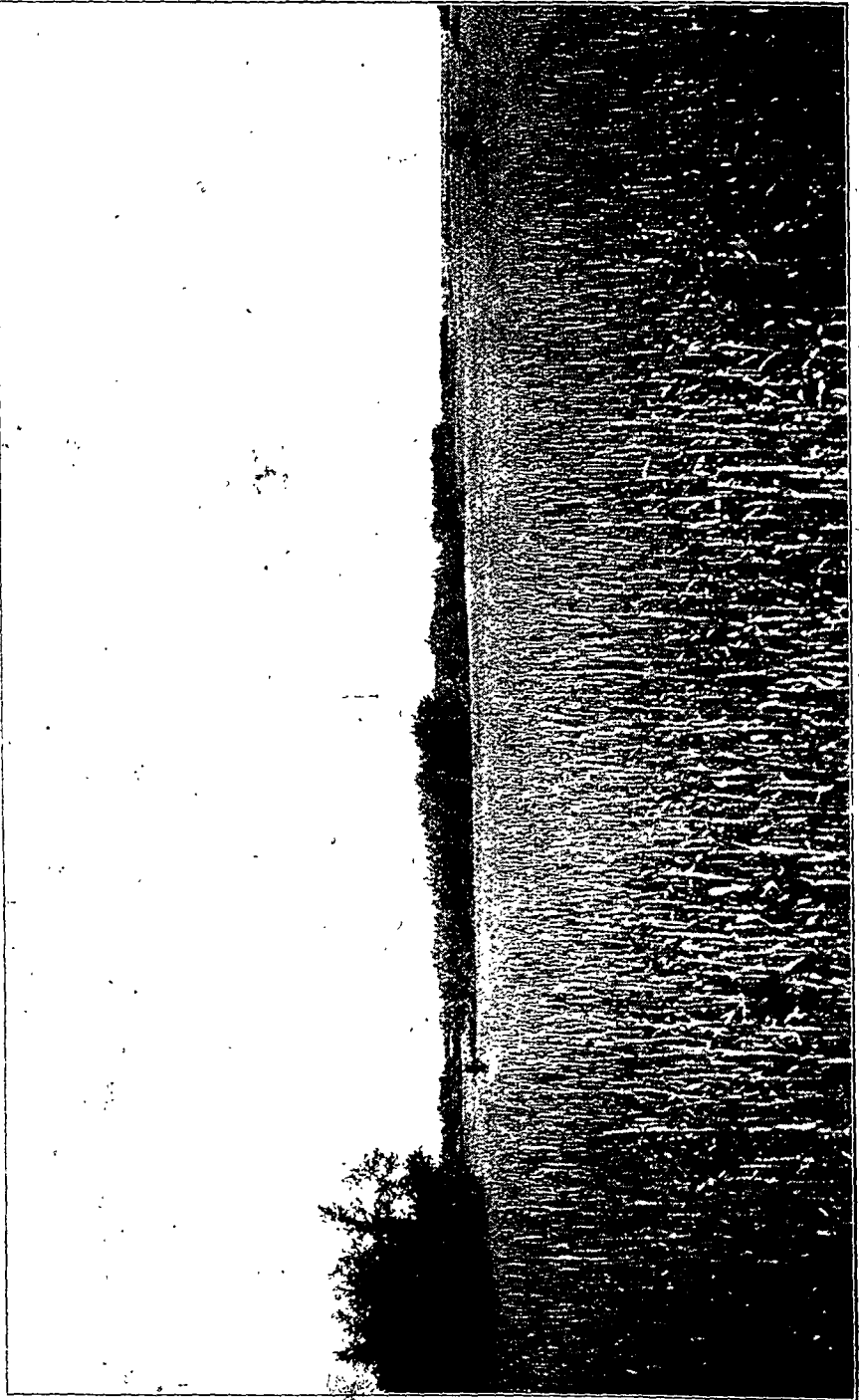
the product of her creameries to the Yukon and the Orient, besides supplying the local demand. The industry is also making rapid strides in Manitoba, and some considerable advances recently in Saskatchewan.

Throughout the route from Winnipeg west there is no unsightly or arid country, which is noticed over extensive sections of other prairie routes. The sloughs or lakes are fresh or only slightly alkaline as a general rule, and over a large area the land is particularly suitable for mixed farming, the natural grasses being abundant and nutritious for stock.

Necessities of the Home

A sufficient supply of good water for domestic purposes is obtainable throughout the entire territory along the Grand Trunk Pacific, although in some cases the wells must be from 25 to 75 feet, but this condition is not objectionable in prairie sections, as is well known.

Fuel coal, which is described as lignite because it is not strictly bituminous coal, but is much superior to that known as lignite in other sections, is mined at

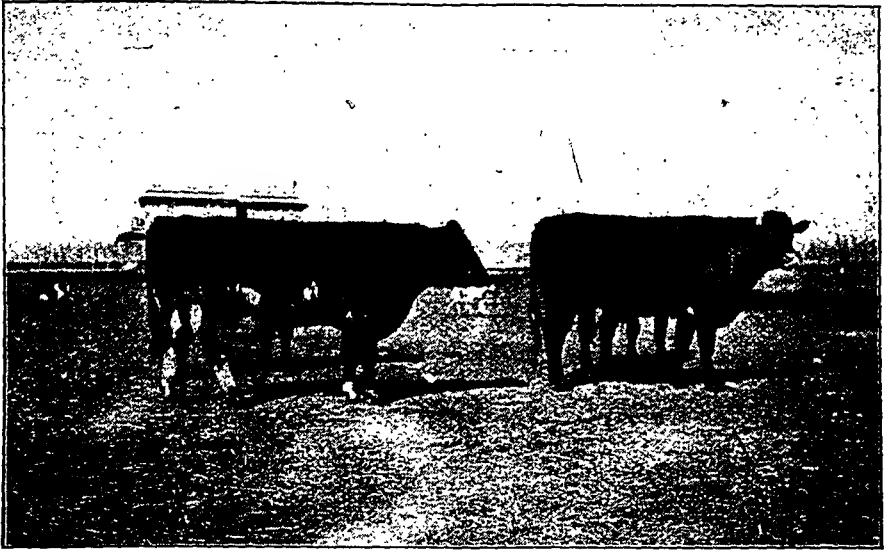


A Fine Sample of Wheat Growing in the Qu'Appelle Valley, Saskatchewan

present along the line of the Grand Trunk Pacific near Edmonton and Tofield, although the country near Wainwright shows coal deposits and again around Touchwood. West of Edmonton the entire territory is underlaid with coal at frequent intervals. In the Brazeau Coal Fields south of Edson, to which the Grand Trunk Pacific Railway is building a branch line, is found a fine quality of bituminous coal. The mines are being extensively developed and the coal therefrom will soon find a large market along the whole line of the Grand Trunk Pacific in Western Canada. Extensive shipping operations have commenced in Jasper Park from the collieries there located on the main line. This insures a reliable supply of excellent coal at comparatively low prices, if the wood in any locality is insufficient for any domestic demand. Wood is more plentiful along the Grand Trunk Pacific than in other localities of the prairie section of Western Canada, and is scarce over a small portion of the country only; but eliminate the territory from Raymore to Undora, Xena to Duro and Biggar to Vera, and there is generally sufficient wood for fuel and small buildings.

Building Material

The Grand Trunk Pacific serves an excellent timber country, assuring settlers a plentiful and cheap supply of building timber and lumber, so that a supply of the



Saskatchewan Grain Fed Steers

domestic materials necessary in the creation of a prosperous farm will be available at any point on the Grand Trunk Pacific, and at moderate prices. As a rule, all the townsites so far established along the line have from one to five lumber yards ensuring a supply at competitive prices.

Brick making is practicable in nearly every locality along the line, and the clay being especially suitable both for common and pressed brick, also drain tiles. As the demand grows the manufacture will become general.

Markets

The Grand Trunk Pacific Railway, besides being the only all Canadian trans-continental route from the Atlantic to the Pacific Ocean, is the first of the trans-continental lines to be constructed in thoroughly modern fashion, so that settlers are assured the lowest cost and most reliable means of transportation in reaching eastern markets, or the ocean ports on the Atlantic or Pacific and on Hudson Bay. It is anticipated that a large part, if not all, of the grain for export to European markets from Saskatchewan and Alberta in the near future will find a cheap route via Prince



Part of a Flock of 1200 Sheep Near Wainwright, Alberta

Rupert over the Grand Trunk Pacific, thence by steamship through the Panama Canal. The railway is being built with this belief in view, and in consequence of the low grades through the mountains, the most of haulage will probably enable the business to be profitably handled at rates to compare favorably with those applying over the prairie section of the line, which is not nearly possible over any other route.

For the products which move eastward the Grand Trunk Pacific is constructing adequate storage facilities at Fort William on Lake Superior, where by water transportation every export market available for any grain grown in the west-favored localities in North America is furnished the farmer along the Grand Trunk Pacific in Western Canada, besides opening the local markets in Eastern Canada on the Grand Trunk Railway System, which is the pioneer railway, and best serves with its connections every section of the eastern provinces.

The Transcontinental Line passing north of Lake Superior to the Atlantic seaboard at Montreal, Quebec, Halifax and St. John is being constructed in such a manner that the flow of export grain from Western Canada will be continuous throughout the year, instead of as at present, being stored for the opening of navigation at the Great Lakes, which means that the grain grower along the Grand Trunk Pacific should receive an additional price for his grain to the extent of the storage and carrying over charges, which will be a considerable advantage over that possessed by others.

Western Canadian Publications

This pamphlet deals in a general way only with conditions, as space will not permit the duplication of the many excellent pamphlets issued by the Dominion and Provincial Governments which satisfy every inquiry of the prospective settler.

Canadian Government Literature

dealing with conditions and prospects in Western Canada is complete and commands the confidence of the land settler. "Canada West the Last Best West" is the latest complete pamphlet issued by the Minister of the Interior which contains specific information, facts and results from ranching dairying, grain growing, mixed farming, etc. This may be procured free from the nearest Canadian Government Immigration Agent, list of whom will be found in this booklet, or the General Passenger Agent, Grand Trunk Pacific Railway, Winnipeg.

You owe a duty

to your growing sons to settle them on the land and keep them with you. This can best be done by disposing of your valuable farm and with the proceeds getting more land and more productive land for each one of your sons and for yourself in Western Canada. This can usually be done and after equipping the new farms, find that you have a larger bank account than before, besides which one good crop from the new farms will surely pay the entire cost of purchase.

Information

If any further information is required, or anything in this pamphlet not understood, call on or write any agent shown herein, or write direct to the General Passenger Agent, Grand Trunk Pacific Railway, Union Station, Winnipeg, Manitoba.

In Western Canada taxes are very low. Schools are endowed and may be established in any section where there are six or more children.

Lands are largely rolling prairie with one to two feet black loam on a clay subsoil.

Grazing leases are issued to settlers, if pasturage required.

Hay leases are issued to settlers if required in addition to that cut on their own quarter sections.

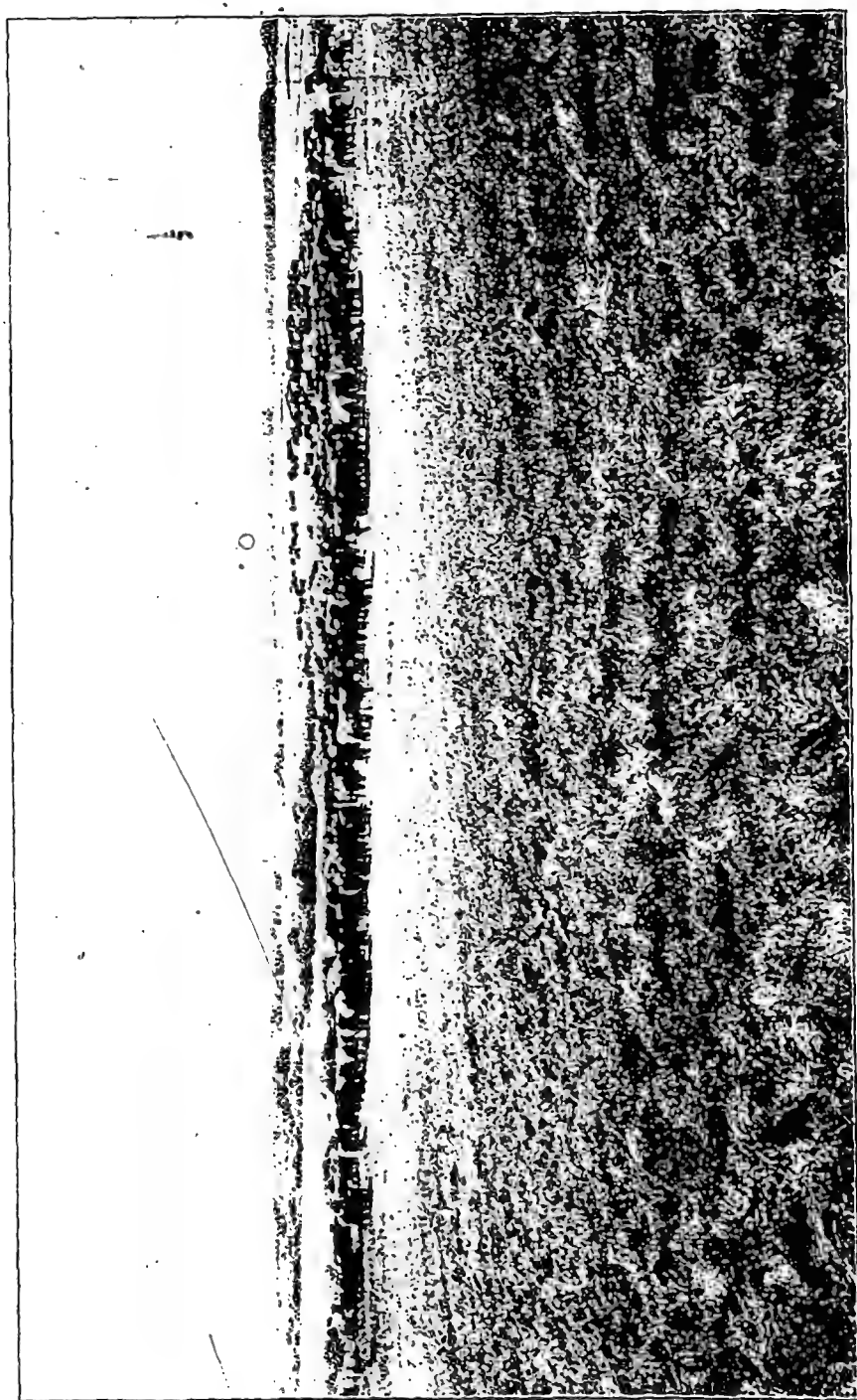
Free timber permits are issued to settlers for building material if no suitable timber on their own property.

Markets are available owing to excellent transportation facilities.

The climate is hot in summer, and cold in winter—the best conditions for grain growing; besides there is much more daylight and sunshine in the growing season which insures against summer frosts.

Fuel is easily and reasonably procured.

The Torrens System of land registry is in use in Western Canada by which System the Government issues the deed and *guarantees* the title besides saving the purchaser expense in procuring the deed.



• Cattle Ranching in the Touchwood Hills—Saskatchewan

Western Canada has no frontier or lawlessness. The Mounted Police effectively patrol the prairies as the local police the towns in other countries.

Western Canada is not an experiment. It has been proved and the wave of settlement is peopling it rapidly. The pioneering period has long been passed.

Customs Regulations and Settlers' Freight Rates

Low rates for settlers' effects apply from Eastern Canada and many United States points to Winnipeg and west.

For summary of the Customs and Freight regulations see page 23.

Special Fares for Land Seekers

Land seekers from the United States are entitled to special concessions on the Grand Trunk Pacific Railway. Before leaving for Canada, those who desire to take advantage of these fares should communicate with the nearest Canadian Government Agent, and obtain certificate from him. List of these Agents is to be found herein.

Description of Lands in Districts served by the Grand Trunk Pacific Ry.

Manitoba

Main Line and Brandon Branch

The district served by the Grand Trunk Pacific so far in Manitoba is all well settled, with much wealth apparent and lands are not for sale except at comparatively high prices, ranging from \$50 to \$75 per acre, according to the nature of the soil, improvements thereon and proximity to rail transportation. Some wild lands offered in the Miniota section at from \$16 to \$25 per acre.

Saskatchewan

Main Line—Yorkton—Canora—Regina Branches—Spy Hill to Hubbard—Canora to Regina

This district is very good throughout with chocolate loam on a clay or gravelly subsoil; is gently undulating from 10 to 15 per cent scrub or poplar bluffs, some sloughs, good water easily obtained. About one-half settled with Scotch, English, Welsh, Scandinavian, Canadian and American farmers; some Europeans, the latter principally North of Yorkton. Nearly all of this district can be plowed with tractor-power. Many fine farms in the vicinity of Spy Hill, Zeneta, Atwater, Bangor, Yorkton, Canora, Balcarres and in the famous Regina district. Land may be purchased at from \$13 to \$20 wild, and \$25 to \$35 for improved when for sale. All of this is convenient to transportation facilities, but owing to the great demand for open level wheat lands the value of this district for diversified farming has not been appreciated fully.

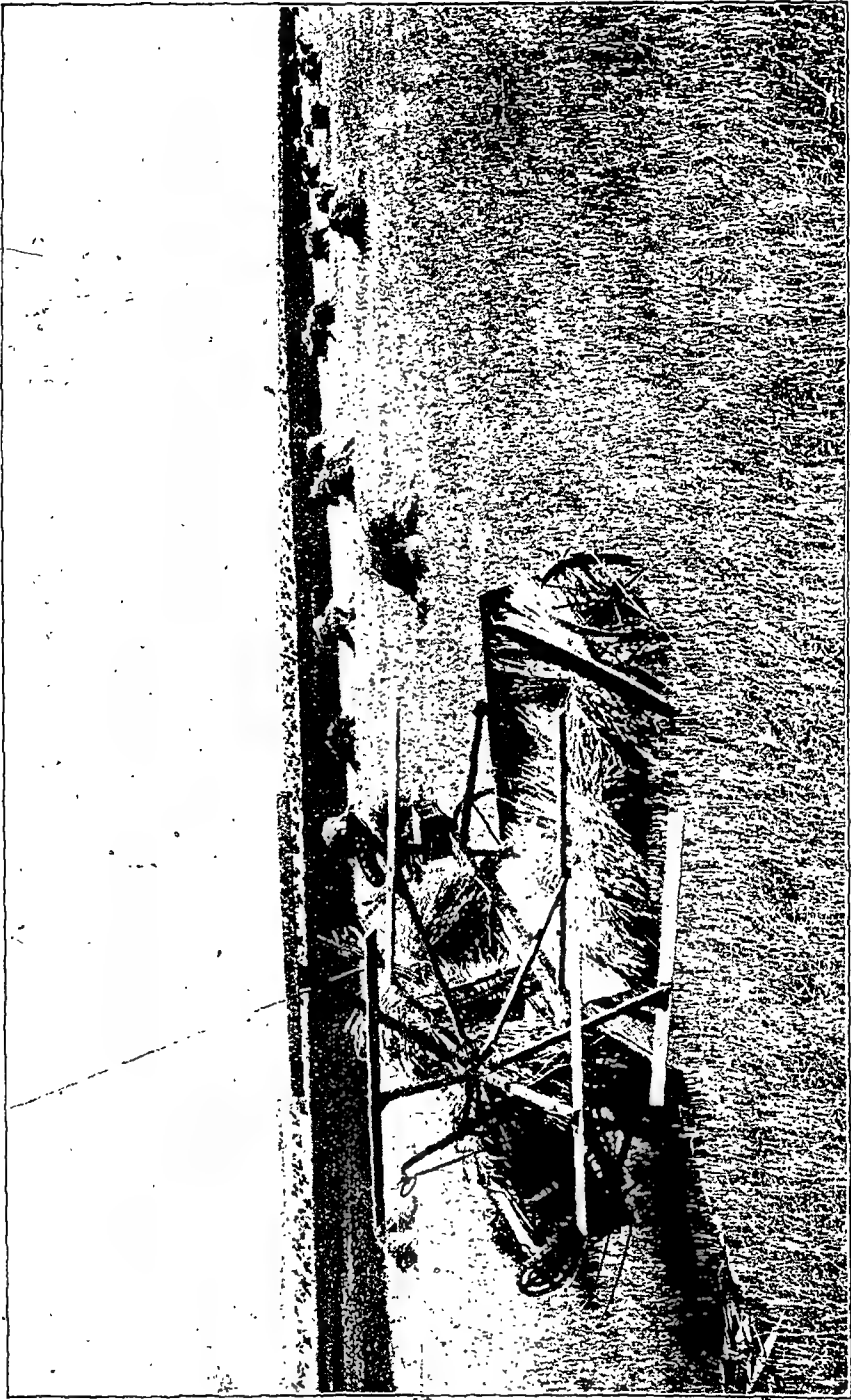
Regina—Moose Jaw—Northwesterly and U. S. Boundary

Regina to U. S. (North Dakota) boundary. Regina to Moose Jaw and Northwesterly to South Saskatchewan River.

Generally flat, open country, devoted almost entirely to wheat, flax and oats with some stock farms. This district is well settled and everywhere prosperity is in evidence. Soil consists generally of a deep black loam on clay subsoil. Wild lands where offered are held at \$25 to \$40 per acre, improved at from \$45 to \$75 per acre.

Main Line—Ituna to Quinton

Soil rich throughout consisting of a chocolate loam on clay subsoil, gently to heavily rolling, about one-third covered with scrub or small poplar bluffs. An ideal mixed farming country with fresh water sloughs numerous in parts. Splendid natural meadows. The oats grown in this section last year were the best in Western Canada, while vegetables of all kinds produce heavily. As a dairy country this cannot be excelled. The Saskatchewan Government will establish a creamery at Ituna this year. Wild lands range in price from \$12 to \$16.



A Wheat Field and Summer Fallow—Saskatchewan

Main Line—Raymore to Unity

Prince Albert Branch—Young to Wakaw

Cut Knife Branch—Battleford westerly

This is as a rule a flat or gently rolling open prairie, with few sloughs and little scrub or none, good grass, good water, and is generally a tractor plow proposition. The soil varies from a chocolate loam 12 to 15 inches deep on a clay or gravel subsoil to a black loam of 2 to 4 feet on a clay subsoil. Remote from railway facilities wild land is valued at from \$15 to \$19, for the highest class, for that not all first class and near railway facilities it is offered at from \$20 to \$35 per acre.

Prince Albert Branch—Wakaw to Prince Albert

Biggar-Calgary Branch—To Alberta Boundary

Battleford Branch—Oban to Battleford

Rolling country with a considerable quantity of scrub and wooded bluffs, soil rich, being a chocolate loam on a clay or gravel subsoil.

The section of the Biggar-Calgary line west of Druid, however, is an open country and generally flat. Grass and water good and these districts are for the most part excellently suited for mixed farming, while many sections will be found admirably adapted for straight wheat farms. Wild lands offered at from \$13 to \$20 per acre, according to quality and distance from the railway.

Main Line—Vera to Edgerton

This section of country is heavily rolling in places with light soil, but in the valleys as near Vera, Artland, Chauvin and Edgerton the soil is very rich and ideal for mixed farming. Vegetables do exceptionally well with very large yields. Wild land is offered at from \$13 to \$18 per acre, according to quality and location.

Alberta

Main Line—Wainwright District

This is a gently undulating district, rich chocolate loam of 12 to 18 inches on a clay subsoil, grass and water excellent, very little scrub and an ideal mixed farming country, although it is all suitable for wheat growing and ninety per cent of it can be tractor plowed. The soil is very friable, the land easily worked and kept in productive condition. Wild lands sell at from \$15 to \$22 per acre.

Main Line—Irma to Tofield

Slightly rolling for the most part and generally open, not over ten per cent scrub or wooded, good natural meadows with soil chocolate loam 12 to 18 inches on a clay subsoil. Suited to mixed farming or grain growing, most of it being a tractor plow proposition.

Wild lands offered at \$15 to \$23 per acre.

Calgary Branch—Tofield to Red Deer River

Gently rolling parklike country throughout, thirty per cent lightly wooded, deep black or chocolate loam on clay subsoil, luxuriant natural meadows and a splendid mixed farming country. Vegetables and all grains, especially oats show banner yields and quality.

Wild lands \$15 to \$25 per acre.

Calgary Branch—Red Deer River to Calgary

A rolling open country toward Calgary with rich soil and good natural meadows. Wild lands \$20 to \$30 per acre.

Main Line—Edmonton District, Clover Bar to Stony Plain

Gently rolling district with richest black loam on clay. Thirty per cent lightly wooded with poplar and spruce. Comparatively well settled district with many prosperous farms. Winter wheat does well and all farmers do exceedingly well with finest live stock and market gardening.

Wild lands \$20 to \$30 per acre and improved farms when for sale \$35 to \$75 per acre. Where wild lands are fairly well wooded they are offered at from \$12 to \$15 per acre.

FREE HOMESTEAD LANDS

ALONG THE

GRAND TRUNK PACIFIC RAILWAY

The Canadian Government has probably never given effect to any Act, which has proved wiser or more important in the building up of Western Canada than that which enables a man who is willing to work, but may be without capital, to acquire a comfortable, healthy home and good farm practically without any expense.

Through this means as a start the tenant, farmer's son or farm laborer may, without much effort, become independent and even wealthy. Much, if not all, of the land available for free homesteading convenient to the lines of older railways has been taken up. Through the building of the Grand Trunk Pacific much land became available for homesteading and have been taken up at a rate to make it highly probable that they will be all gone before many months have elapsed, as the Grand Trunk Pacific is located in the most fertile sections of Western Canada.

Planning to Homestead

Homesteading being the method whereby a farm of 160 acres worth from \$1,600 to \$3,200 may be procured for an entry fee of ten dollars, and residence on the land for a part of three years, some capital is required, as the land cannot be worked profitably, or a living secured during residence unless stock and machinery are obtained. The Canadian Government handbooks advise against a homesteader entering if he has not \$250 or over, or its equivalent.

It is pointed out, however, that there is always a demand for farm laborers throughout the year at good wages, which during harvesting run from \$2.50 to \$3.00 per day, and in addition there is a large amount of railway and other construction work in prospect for several years to come, so that it will not be difficult or take long, for the worker to get together the necessary capital to make a start on his homestead.

The Canadian Government issues attractive homestead literature, which deals very fully with the requirements of the prospective settler with which every one with



Wheat Field in Saskatchewan

an inclination to take up land in Western Canada should familiarize himself. Procure a copy of "The Last Best West" from the nearest Canadian Government Immigration Agent, or from the General Passenger Agent, Grand Trunk Pacific Ry., Union Station, Winnipeg.

(1) The building of branch lines shown in the accompanying map has opened an additional territory, but their coming was anticipated so that in a very short time there will be very few free homesteads available and as a general rule they will be of the rougher and less inviting kind, so that until the territory in Northwestern Alberta is served by railways or transportation is in sight, there will be no new first class homestead lands available. The Grand Trunk Pacific will shortly announce its plans for these extensions. In the meantime the marvelously rich Grande Prairie and Peace River Districts are beginning to fill up as some 15,000 free homesteads have been surveyed and thrown open to settlement recently by the Dominion Government, no land being sold in that district in Alberta, although it can be acquired by purchase in British Columbia.



Mixed Farming in Alberta

The Peace River and Grande Prairie Districts are reached most quickly by Edson, Alta., on the Grand Trunk Pacific, the new Government road approaching completion and already in good shape for winter travel with heavy loads. Suitable road houses have been constructed and the journey (160 miles) is made in six days from Edson. This is a saving of weeks as against the old routes and it is expected that the new road will be in fair shape for summer travel in 1912.

For ready reference a list of the government land agents in the different districts is shown herein, who will supply on request a list of homesteads available in their agencies from which entries can be made in accordance with homestead regulations also to be found herein.

Synopsis of Canadian Northwest Land Regulations

1. Any person who is the sole head of a family, or any male over 18 years old may homestead a quarter-section (160 acres, more or less) of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant, who must be a British subject or declare his intention of becoming one, must appear in person at the Dominion Lands Agency or Sub-Agency for the district. Entry by proxy may be made

at any agency, by father, mother, son, daughter, brother or sister of intending homesteader, when duly authorized on proper form.

2. A widow having minor children of her own dependent upon her for support is permitted to make homestead entry as the sole head of a family.

Duties.—Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

3. In certain districts a homesteader in good standing may pre-empt a quarter-section alongside his homestead. Price \$3.00 per acre. Duties.—Must reside six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres more than required on his homestead, which cultivation may be on both his homestead and pre-emption, or either.

4. A homesteader who has exhausted his homestead right by already homesteading and cannot obtain a pre-emption may acquire a homestead by purchase in certain districts. Price \$3.00 per acre. Such homesteads may be acquired on any available lands on either odd or even numbered Sections south of township 45, east of the railway from Calgary to Edmonton and the west line of range 26, and west of the third Meridian. Duties.—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$300.

The entry fee for a homestead is ten (\$10) dollars.

Dominion Land Offices

District	Name of Agent	Post Office Address
Battleford.....	W. R. Riddington.....	Battleford, Sask.
	J. G. Gunn (Sub-Agent).....	Wilkie, Sask.
	H. G. Squirrel (Sub-Agent).....	Biggar, Sask.
	H. Maher (Sub-Agent).....	North Battleford, Sask.
	S. Humphrey (Sub-Agent).....	Unity, Sask.
Edmonton.....	K. W. McKenzie.....	Edmonton, Alta.
	C. C. Reed (Sub-Agent).....	Ponoka, Alta.
	F. Fulmer (Sub-Agent).....	Edson, Alta.
	R. W. Annup (Sub-Agent).....	Entwistle, Alta.
	J. S. McDonald (Sub-Agent).....	Sedgewick, Alta.
	G. H. Dunn (Sub-Agent).....	Wabamun, Alta.
	D. Davidson (Sub-Agent).....	Daysland, Alta.
	A. H. Goodwin (Sub-Agent).....	Vegreville, Alta.
Saskatoon.....	N. Culp (Sub-Agent).....	Wainwright, Alta.
	D. L. Bettschen.....	Saskatoon, Sask.
	J. G. Gunn (Sub-Agent).....	Wilkie, Sask.
	E. Hazel (Sub-Agent).....	Hanley, Sask.
	H. G. Squirrel (Sub-Agent).....	Biggar, Sask.
Humboldt.....	E. Schennemann (Sub-Agent).....	Kerrobert, Sask.
	A. Norquay.....	Humbolt, Sask.
	H. Butcher (Sub-Agent).....	Punnichy, Sask.
	R. Neuth (Sub-Agent).....	Lipton, Sask.
	F. R. White (Sub-Agent).....	Sheho, Sask.
	F. G. Arthur (Sub-Agent).....	Nokomis, Sask.
Yorkton.....	C. E. Oliver (Sub-Agent).....	Wainwright, Sask.
	J. E. Peaker.....	Yorkton, Sask.
	J. N. Huron (Sub-Agent).....	Canora, Sask.
	R. Neuth (Sub-Agent).....	Lipton, Sask.
Prince Albert.....	F. R. White (Sub-Agent).....	Sheho, Sask.
	Geo. G. Dempster.....	Prince Albert, Sask.
Red Deer.....	W. H. Collingham.....	Red Deer, Alta.
	F. Vickerson (Sub-Agent).....	Lacombe, Alta.
	Dr. McColgan (Sub-Agent).....	Provost, Alta.
	C. C. Reed (Sub-Agent).....	Ponoka, Alta.
	W. B. Gray (Sub-Agent).....	Stettler, Alta.
	J. S. McDonald (Sub-Agent).....	Sedgewick, Alta.

Special Fares for Landseekers

Land settlers' certificates entitling bona fide settlers to special fares on the Grand Trunk Pacific Railway will be issued by the following:—

Canadian Government Immigration Agents in the United States

M. V. McInnes, 176 Jefferson Avenue, Detroit, Michigan.
 James Grieve, Auditorium Building, Spokane, Washington.
 W. H. Rogers, 125 W. Ninth Street, Kansas City, Missouri.
 E. T. Holmes, 315 Jackson Street, St. Paul, Minn.

Geo. A. Hall, 125 Second Street, Milwaukee, Wis.
 C. J. Broughton, 4th floor, Merchants Loan and Trust Building, Chicago, Ill.
 W. V. Bennett, 215 Board of Trade Building, Omaha, Nebraska.
 J. M. MacLachlan, Box 626, Watertown, South Dakota.
 C. Pilling, Clifford Block, Grand Forks, North Dakota.
 Geo. Aird, 3rd floor, T. T. Building, Indianapolis, Indiana.
 H. M. Williams, Gardner Block, Toledo, Ohio.
 C. A. Laurier, Marquette, Michigan.
 Benj. Davies, Dunn Block, Great Falls, Montana.
 J. Bruce Walker, Commissioner of Immigration, Winnipeg, Man.
 J. S. Crawford, 131 East Genesee Street, Syracuse, N. Y.

Settlers' Freight Rates

Low rates for settlers' effects apply from Eastern Canada and many United States points to Winnipeg and West.

The following is a summary of the Customs and Freight regulations:—

Customs Regulations

The following is an extract from the customs tariff of Canada, specifying the articles that can have free entry:

Settlers' Effects, viz.:—Wearing apparel, household furniture, books, implements and tools of trade, occupation, or employment; guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts, and other vehicles, and agricultural implements in use by the settler for at least six months before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment or for sale; also books, pictures, family plate or furniture, personal effects, and heirlooms left by bequest; provided, that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada.

A settler may bring into Canada, free of duty live stock for the farm, on the following basis, if he has actually owned such live stock abroad for at least six months before his removal to Canada: 16 horses, 16 cattle, 160 sheep or swine. The same proportions are to be observed if horses, cattle, sheep and swine are brought in together or part of each. Duty will be charged on animals in excess of the numbers above provided for.

The settler will be required to fill up a form (which will be supplied him by the customs officer on application) giving description, value, etc., of the goods and articles he wishes to be allowed to bring in free of duty. He will also be required to take the following oath:

I,, do hereby solemnly make oath and say that all the goods and articles hereinbefore mentioned are to the best of my knowledge and belief entitled to free entry, as settlers' effects under the tariff of duties of customs now in force, and that all of them have been owned by myself for at least six months before removal to Canada; and that none of the goods or articles shown in this entry have been imported as merchandise for any use in a manufacturing establishment or as a contractor's outfit, or for sale, and that I intend becoming a permanent settler within the Dominion of Canada, and that the "Live Stock" enumerated in the entry hereunto attached, is intended for my own use on the farm which I am about to occupy (or cultivate), and not for sale or speculative purposes, nor for the use of any other person or persons.

Sworn before methis.....day of.....191.....

Collector

Freight Regulations

1. Carloads of Settlers' Effects, within the meaning of the settlers' tariff, may be made up of the following described property for the benefit of actual settlers, viz.: Live stock, any number up to, but not exceeding, ten (10) head, all told, viz.: Cattle, calves, sheep, hogs, mules or horses; Household goods and personal property (second-hand); Wagons or other vehicles for personal use (second-hand); except automobiles, hearses, omnibuses or similar vehicles; Farm Machinery, Implements and Tools (all second-hand); Lumber and Shingles (from Eastern Canada, and also Winnipeg,

Portage la Prairie and between local Grand Trunk Pacific stations these must consist of pine, hemlock, spruce or basswood) not to exceed 2,500 feet in all, or the equivalent thereof; (from Eastern Canada the limit is 2,000 feet); or in lieu of, not in addition to, the lumber and shingles, a Portable House may be shipped; Seed Grain, small quantity of trees or shrubbery; small lot live poultry or pet animals; and sufficient feed for the live stock while on the journey. Settlers' Effects rates, however, will not apply on shipments of second-hand Wagons, Buggies, Farm Machinery, Implements, or Tools, unless accompanied by Household Goods.

2. Should the allotted number of live stock be exceeded, the additional animals will be charged for at proportionate rates over and above the carload rate for the Settlers' Effects, but the total charge for any one such car will not exceed the regular rate for a straight carload of Live Stock.

3. Passes.—One man will be passed free in charge of live stock when forming part of carloads, to feed, water and care for them in transit. Agents will use the usual form of Live Stock Contract.

4. Less than carloads will be understood to mean only Household Goods (second-hand), Wagons or other Vehicles for personal use (second-hand), except Automobiles, Hearses, Omnibuses or similar Vehicles; and (second-hand) Farm Machinery, Implements and Tools. Less than carload lots must be plainly addressed. Minimum charge on any shipment will be 100 pounds at regular first-class rate.

5. Merchandise, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles, etc., if new, will not be regarded as Settlers' Effects, and, if shipped, will be charged at the regular classified tariff rates. Agents, both at loading and delivering stations, therefore, give attention to the prevention of the loading of the contraband articles and see that the actual weights are way-billed when carloads exceed 24,000 pounds on lines St. Paul and north thereof.

6. Top Loads.—Agents do not permit, under any circumstances, any article to be loaded on the top of box or stock cars; such manner of loading is dangerous and absolutely forbidden.

7. Settlers' Effects, to be entitled to the carload rates, cannot be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned.

8. The carload rates on Settlers' Effects apply on any shipment occupying a car weighing 24,000 pounds or less. If the carload weighs over 24,000 pounds the additional weight will be charged for. At St. Paul, Minn., and north thereof, 24,000 pounds constitute a carload, between Chicago and St. Paul and Kansas City or Omaha and St. Paul a carload is 20,000 pounds. From Chicago and Kansas City north to St. Paul any amount over this will be charged extra. From points in Eastern Canada via Chicago, 24,000 pounds is the minimum carload weight. From points South and East of Chicago in the United States only five horses or heads of live stock are allowed in carloads, any over this will be charged extra; carload 12,000 pounds minimum.

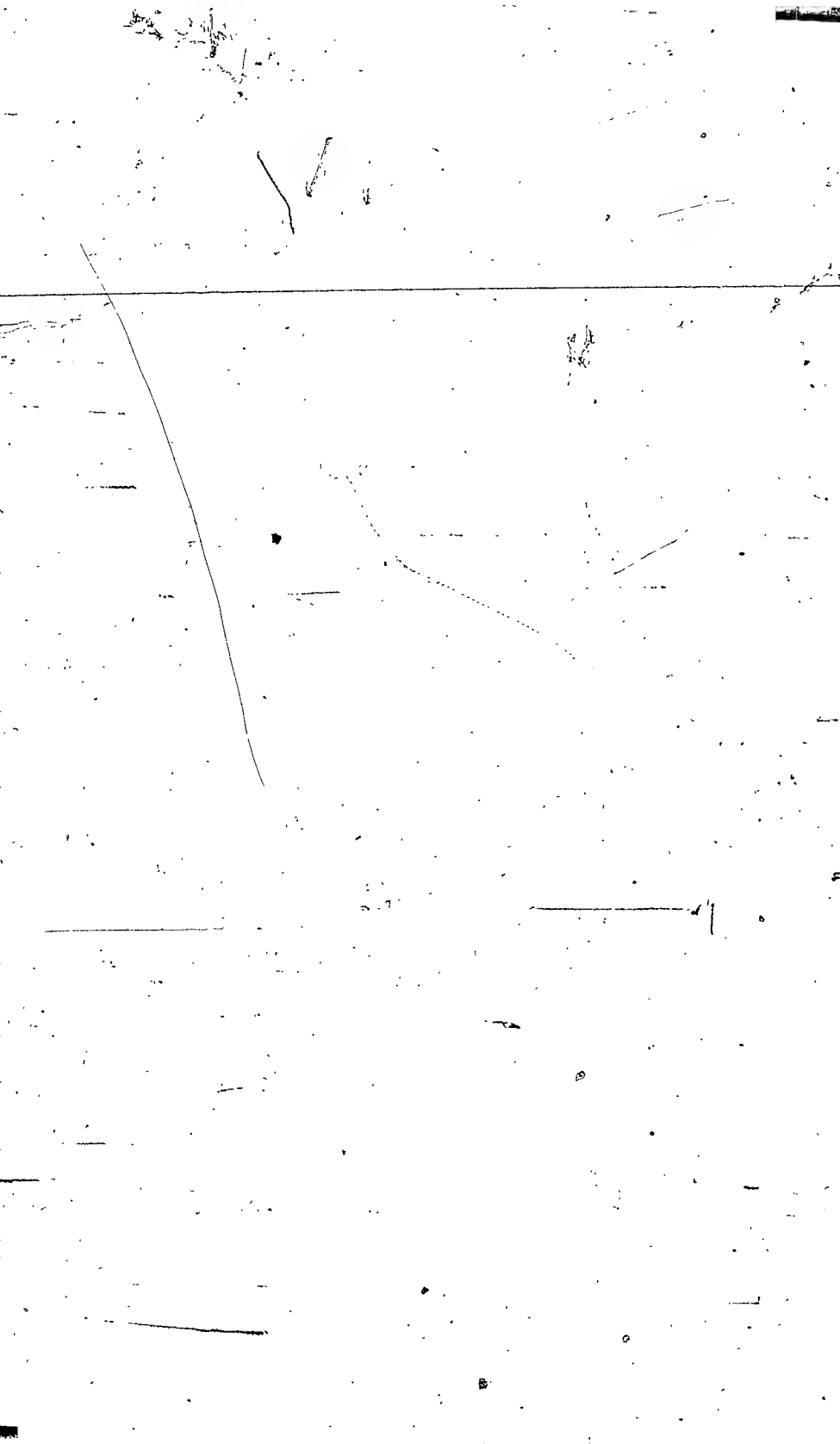
9. Minimum charge on any shipment will be 100 pounds at first-class rate.

10. Freight charges on shipments of Settlers' Effects should be prepaid.

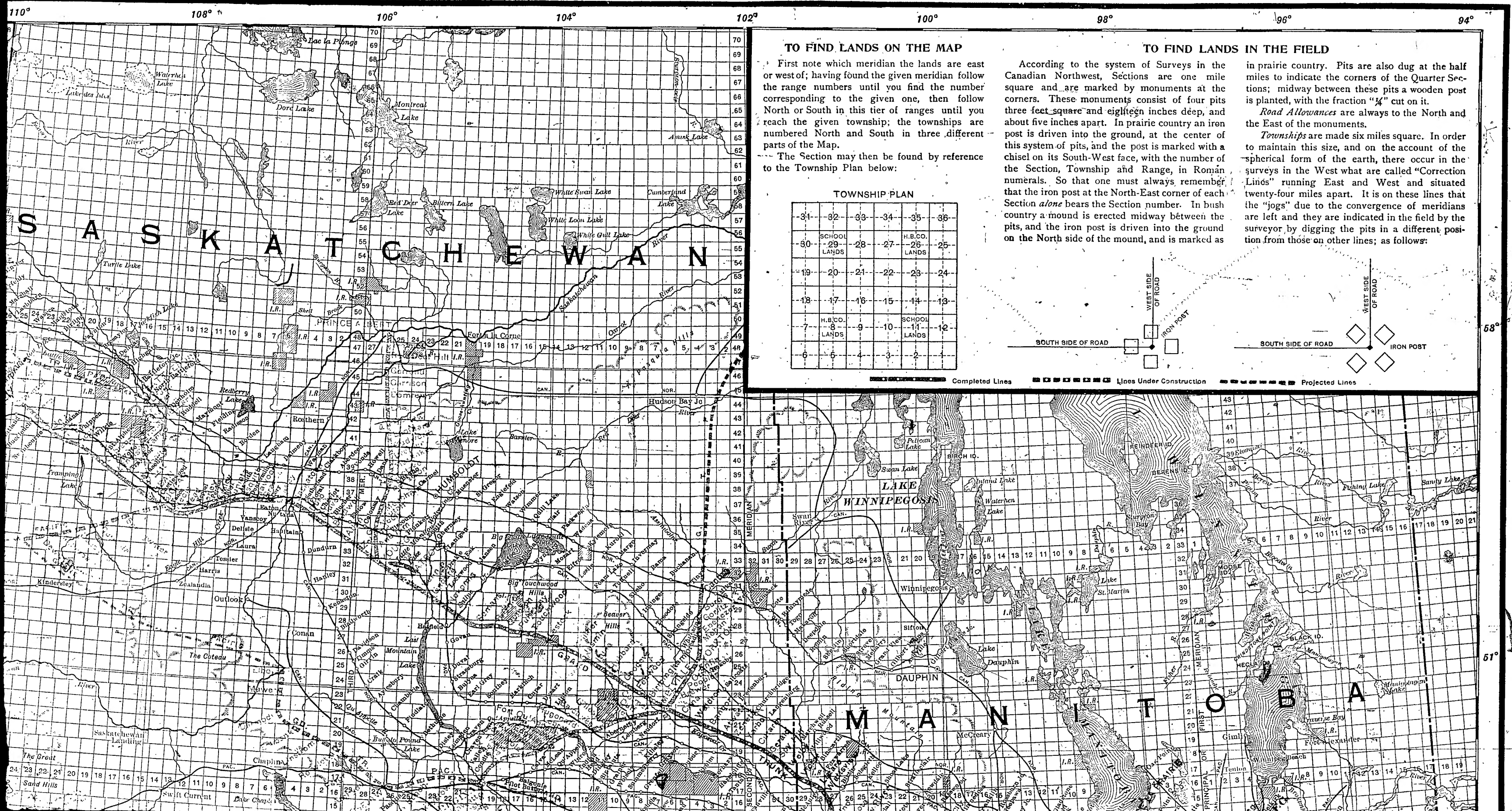
Quarantine of Settlers' Cattle

Settlers' Cattle, when accompanied by certificates of health, to be admitted without detention; when not so accompanied, they must be inspected. Inspectors may subject any cattle showing symptoms of tuberculosis to the tuberculin test before allowing them to enter. Any cattle found tuberculous to be returned to the United States or killed without indemnity. Sheep for breeding and feeding purposes may be admitted subject to inspection at port of entry, and must be accompanied by a certificate, signed by a Government inspector, that sheep scab has not existed in the district in which they have been fed for six months preceding the date of importation. If disease is discovered to exist in them, they may be returned or slaughtered. Swine may be admitted, when forming part of settlers' effects, but only after a quarantine of thirty days, and when accompanied by a certificate that swine plague or hog cholera has not existed in the district whence they came for six months preceding the date of shipment; when not accompanied by such certificate, they must be subject to inspection at port of entry. If diseased, to be slaughtered without compensation.









TO FIND LANDS ON THE MAP

First note which meridian the lands are east or west of; having found the given meridian follow the range numbers until you find the number corresponding to the given one, then follow North or South in this tier of ranges until you reach the given township; the townships are numbered North and South in three different parts of the Map.

The Section may then be found by reference to the Township Plan below:

TOWNSHIP PLAN

34	32	33	34	35	36
30	SCHOOL LANDS	28	27	H.B.CO. LANDS	25
19	20	21	22	23	24
18	17	16	15	14	13
7	H.B.CO. LANDS	9	10	SCHOOL LANDS	12
6	6	4	3	2	1

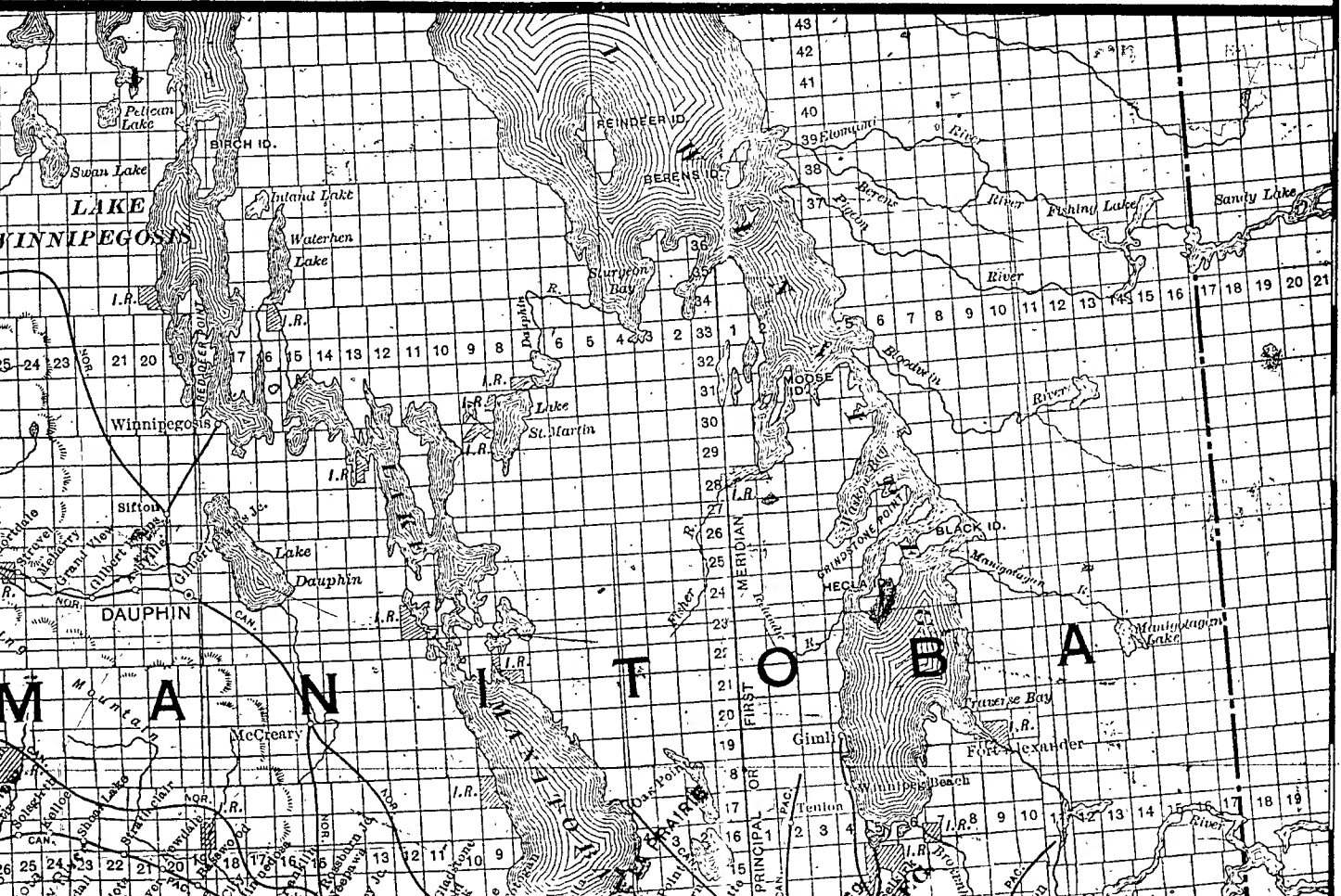
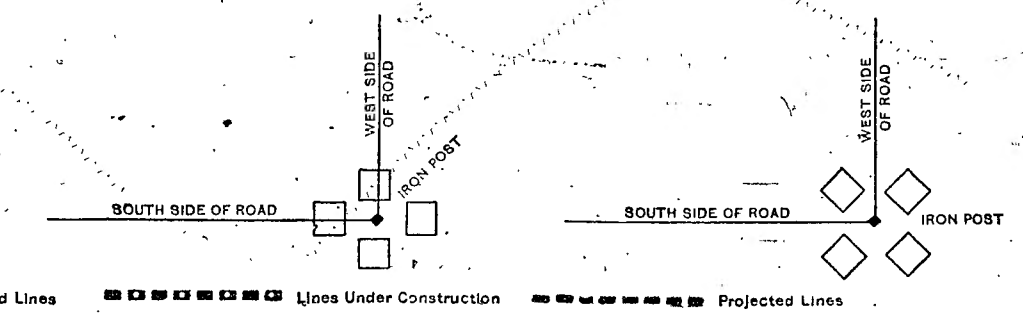
TO FIND LANDS IN THE FIELD

According to the system of Surveys in the Canadian Northwest, Sections are one mile square and are marked by monuments at the corners. These monuments consist of four pits three feet square and eighteen inches deep, and about five inches apart. In prairie country an iron post is driven into the ground, at the center of this system of pits, and the post is marked with a chisel on its South-West face, with the number of the Section, Township and Range, in Roman numerals. So that one must always remember that the iron post at the North-East corner of each Section alone bears the Section number. In bush country a mound is erected midway between the pits, and the iron post is driven into the ground on the North side of the mound, and is marked as

in prairie country. Pits are also dug at the half miles to indicate the corners of the Quarter Sections; midway between these pits a wooden post is planted, with the fraction $\frac{1}{4}$ cut on it.

Road Allowances are always to the North and the East of the monuments.

Townships are made six miles square. In order to maintain this size, and on the account of the spherical form of the earth, there occur in the surveys in the West what are called "Correction Lines" running East and West and situated twenty-four miles apart. It is on these lines that the "jogs" due to the convergence of meridians are left and they are indicated in the field by the surveyor by digging the pits in a different position from those on other lines; as follows:





116°

114°

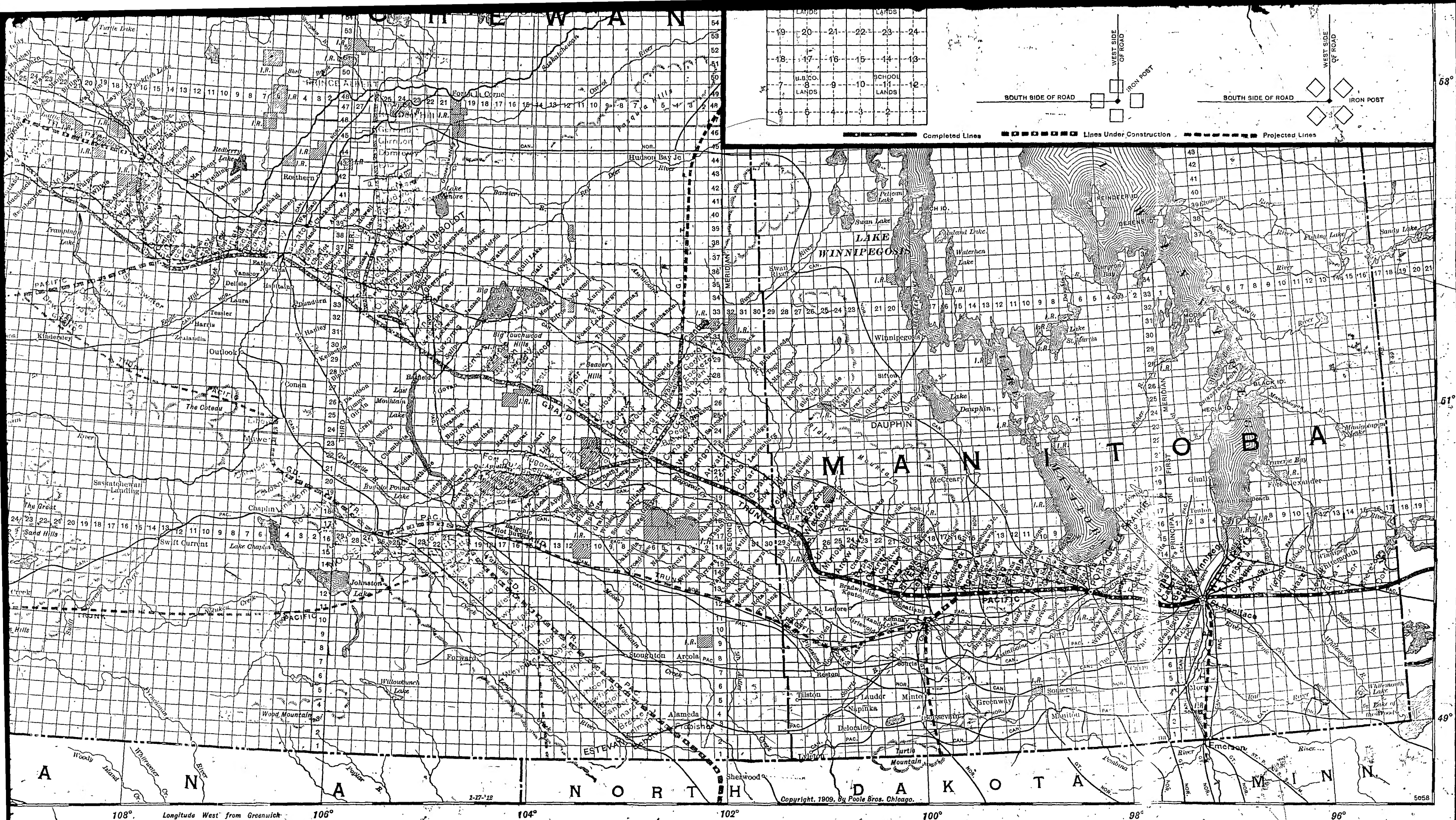
112°

110°

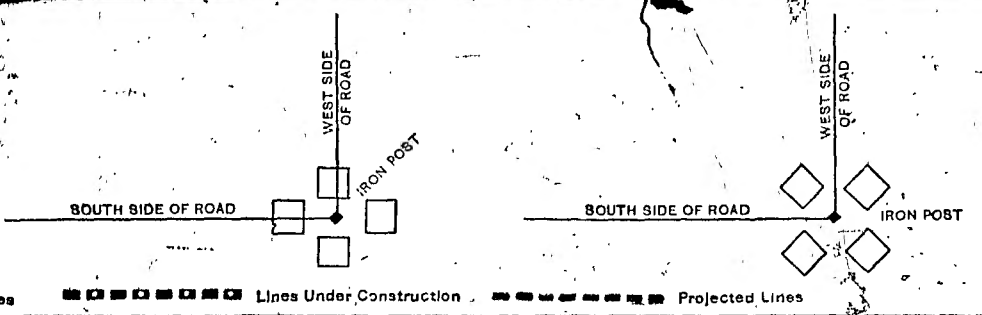
108°

Longitude West from Greenwich

106°



19	20	21	22	23	24
18	17	16	15	14	13
7	U.S. CO. LANDS	9	10	SCHOOL LANDS	11
6	5	4	3	2	



Publications

Booklets as follows are issued by the Grand Trunk Pacific: "Land, a Living and Wealth in Western Canada," containing a number of articles written by editors of leading agricultural papers in the United States; "Plateau and Valley Lands of Central British Columbia"; "Prince Rupert," pamphlet descriptive of the Pacific Coast terminus of the railway; "Grand Trunk Pacific," pamphlet containing a general sketch of the new Transcontinental Railway; "Bread Book," and also leaflet listing certain lands that may be leased from the Railway for agricultural purposes. Copies may be obtained free from any representative of the Grand Trunk or Grand Trunk Pacific, or by writing to Mr. W. P. Hinton, General Passenger Agent, Winnipeg.

List of Principal Grand Trunk Railway System Agents

Alexandria Bay, N. Y.	Cornwall Bros.	Ticket Agents, Market St.
Battle Creek, Mich.	L. J. Bush	Passenger Agent, G. T. Ry. Station
Bay, City, Mich.	Fred C. Wherrett	Passenger Agent, G. T. Ry. Station
Boston, Mass.	E. H. Boynton	New England Passenger Agent, 256 Washington St.
Brockville, Ont.	J. H. Fulford	Ticket Agent, 8 Court House
Buffalo, N. Y.	H. M. Morgan	City Pass. and Ticket Agt., 285 Main St., (Ellicott Sq. Bldg.)
Chicago, Ill.	C. G. Ortténburger	City Pass. and Ticket Agt., 301 South Clark St., cor. Jackson Blvd.
Cortland, N. Y.	D. P. Drewery	Traveling Passenger Agent, 6 Burgess Block
Detroit, Mich.	Geo. W. Watson	City Passenger and Ticket Agent, 118 Woodward Ave.
Flint, Mich.	V. A. Bovee	Passenger Agent, G. T. Ry. Station
Grand Rapids, Mich.	C. A. Justin	City Passenger and Ticket Agent, G. T. Ry. Station
Hamilton, Ont.	C. R. Morgan	Acting City Passenger and Ticket Agent, 11 James St. N. W.
Kansas City, Mo.	Gay W. Norman	Traveling Passenger Agent, 327 Sheildy Bldg.
Kingston, Ont.	J. P. Hanley	City Passenger and Ticket Agent, 97 Earl Street
Lansing, Mich.	F. H. Potter	Passenger Agent, G. T. Ry. Station
Lexington, Me.	F. P. Chandler	Passenger Agent, G. T. Ry. Station
London, Ont.	R. E. Ruse	City Pass. and Ticket Agt., cor. Richmond and Dundas St.
Los Angeles, Cal.	N. W. H. Bullen	Pacific Coast Agent, 302 Wilcox Bldg.
Milwaukee, Wis.	Crosby Transportation Co.	396 East Water Street
Munton, N. B.	J. H. Corcoran	Traveling Passenger Agent, 868 Main St.
Montreal, Que.	J. Quinlan	District Passenger Agent, Bonaventure Station
Montreal, Que.	W. H. Clancy	City Passenger and Ticket Agent, 110 St. James St.
Mt. Clemens, Mich.	Casper Cizek	City Passenger and Ticket Agent, 12 South Gratiot Ave.
New York, N. Y.	B. P. Dwyer	Gen. Agt. Pass. Dept., Railway Exchange, 290 Broadway
Niagara Falls, N. Y.	W. B. Prescott	City Passenger Ticket Agent, 1 Falls Street
Ogdensburg, N. Y.	Geo. S. Megher	Ticket Agent, 55 State Street
Ottawa, Ont.	Percy M. Buttler	City/Pres. and Ticket Agent, Russell House Block, cor. Sparks and Elgin Sts.
Peterboro, Ont.	B. A. Rose	City Passenger and Ticket Agent, 334 George Street
Pittsburg, Pa.	W. Robinson	Traveling Passenger Agent, 597 Park Bldg.
Port Huron, Mich.	T. C. Mann	Ticket Agent, G. T. Ry. Station
Prince Rupert, B. C.	E. McMaster	General Agent, G. T. P. Depot
Portland, Me.	C. E. Tenny	Passenger Agent, G. T. Ry. Station
Quebec, Que.	Geo. H. Stott	C. P. & T. A., cor. St. Anne and DuFresne Sts. and Ferry Ldg., Dalhousie St.
Saginaw, Mich.	Hugh E. Quick	Passenger Agent, G. T. Ry. Station
San Francisco, Cal.	F. W. Hopper	Gen. Agt. Passenger Dept., 309 Monandnock Bldg.
Seattle, Wash.	J. H. Burgess	General Agent Pass. Dept., First Ave. and Yesler Way
Sherbrooke, Que.	C. H. Foss	City Passenger and Ticket Agent, 2 Wellington St.
South Bend, Ind.	C. A. McNutt	Passenger Agent, G. T. Ry. Station
St. Paul, Minn.	W. J. Gilkerson	T. P. A., 400 Robert Street
Toronto, Ont.	A. E. Duff	District Passenger Agent, Union Station
Toronto, Ont.	C. E. Horning	City Pass. and Tkt. Agt. Northwest, cor. King and Yonge Streets
Vancouver, B. C.	H. G. Smith	City Passenger and Ticket Agent, 527 Granville St.
Victoria, B. C.	W. E. Duperow	City Passenger and Ticket Agent, G. T. P. Dock, Wharf
Winnipeg, Man.	W. J. Quilpan	District Passenger Agent, 260 Portage Ave.

European Traffic Department

F. C. Salter	European Traffic Manager, 17-19 Cockspur Street, London, S. W., England.
Antwerp, Belgium	P. A. Clews
Birmingham, Eng.	Morison, Pollexfen & Blair
Genoa, Italy	A. Valotta
Glasgow, Scotland	J. M. Walker
Liverpool, Eng.	Wm. Cutlibertson
London, S. W., Eng.	F. G. English
London, S. W., Eng.	F. Herson
London, E. C., Eng.	P. A. Clews
Paris, France	Pitt & Scott
Sheffield, Eng.	J. W. Dawson

W. E. DAVIS,
Passenger Traffic Manager,
MONTREAL

G. T. BELL,
Asst. Passenger Traffic Manager,
MONTREAL

W. P. HINTON,
General Passenger Agent,
WINNIPEG